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Hongkong, 11th May, 1904. [122]

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HONGKONG:—15, QUEEN'S ROAD.
6th August, 1904. a35

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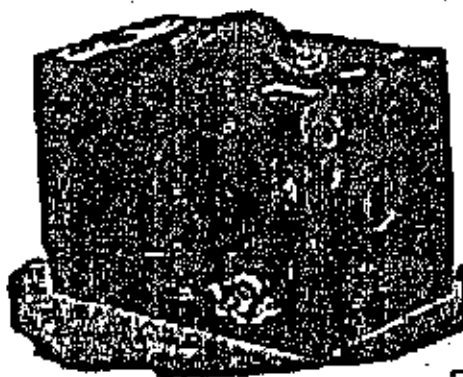
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Hongkong, 3rd October, 1900.

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.
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MARRIAGE.
On the 16th August, at the Union Church, Hongkong, by the Rev. C. H. Hickling, Editor, youngest daughter of J. Craig, of Geelong, Victoria, Australia, to JOHN N. MURRAY, chief officer of s.s. Futaba, Hongkong, Canton, and Macao S. S. Co., Hongkong.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD G.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 17TH AUGUST, 1904.

One of our magistrates, acting as coroner, held an inquisition the day before yesterday, not because he had personally deemed it necessary, but because many members of the community considered it desirable. What we heard of the circumstances attending the death in question led us to sympathise with the anxiety of the public to know that everything was as it should be. The extraordinary finding of the jury empanelled has acted rather as a *douche* upon our aspirations after the truth, the whole truth, and nothing but the truth in such matters. Putting aside the significant comment which we felt obliged to append to our report in yesterday's issue, with its suggestion that the result of this clamoured-for inquest was of the "cut-and-dried" sort, there was so much verbal impedimenta about what should have been a verdict, that we are now tempted to think the local modifications of English law, as embodied in Ordinance No. 17 of 1888, are no great hardship. At home, the practice is to hold an inquest over almost every death which has not been preceded by medical attentions. Over carefulness in this matter is to be preferred to the merest suspicion of indifference, for a multiplicity of inquests, with the certainty that anything not absolutely open and aboveboard must be searchingly enquired into, affords an admirable safeguard against crime. It, at least, makes the plans of the would-be criminal much more difficult of accomplishment. Even then, with the

kingdom mapped out into coronial districts, and inquests as numerous as they are, it has been very hard to make coroners' juries understand (especially since the coming into force of the Workmen's Compensation Act) that their sole and simple business is "to well and truly inquire how and by what means the deceased came by his or her death." The human sympathies of jurymen have to be tempered by the professional man's training in the ways of law and justice. The temptation to set all things straight that seem awry is very great, and so the coroner has learned to sit patiently while the foreman reads off a string of "riders" and recommendations which he and his colleagues have no power to insist upon. Such supererogatory additions to the findings of juries are usually "forwarded to the proper quarter," and there they sink into the oblivion they too often deserve. In our Colony we have no coroner *qua* coroner. His functions have been, since the 9th June, 1888, fulfilled by a magistrate or magistrates. These gentlemen have the discretionary powers enjoyed by the Coroner at Home. In the presence of an official or professional report with which they feel satisfied, they may rule that an inquest is not necessary. They may even hold an inquiry without summoning a jury at all. In one respect, Hongkong is a long way ahead of the old country. In section six of the ordinance referred to, it is left to his discretion to dispense with or insist upon the dismal and often unwise formality of "viewing the body." Recently there has been an influential agitation at Home to bring about some amelioration of that requirement, and it is anticipated, or was recently, that an amendment making the practice akin to the American one (of the coroner only having view) would be obtained. Coming back to the local event which has prompted these comments, we cannot reconcile ourselves to the conviction that this particular jury appreciated the exactions of their joint oath, to "present no man for hatred, malice, or illwill." In their colloquial usage, those words seem too harsh for application to the motives that must have underlain some of the recommendations of these jurors. The particular comments or suggestions implying displeasure at the management or mismanagement of the police are, however, healthily indicative of easily recognisable human tendencies, the tendencies to resent, and blame, and censure, what has not appeared satisfactory. So far as we can judge, the utmost that should have been alleged against Sergeant Lee was an error of judgment, and that an error which, according to a professional witness, any unprofessional man might have made. That police officers should study what is known as First Aid is a recommendation which commends itself. So, for that matter, should every man. As a matter of fact, the ambulance course has been enthusiastically taken up by the police generally, and to those who have graduated, the public cannot be too grateful. But it is not an accomplishment that anybody—even a policeman—may demand as a right from a jurymen. Else, with that and other cuts that would present themselves, we should require every recruit for the constabulary to be a sort of *Admirable James Crichton*. There was a very similar case at Shanghai not long ago, in which a man supposed to be "dead drunk" was dying of opium poisoning. In that case, the man had been drinking, smelled of drink, and when he died, the police were quite exonerated, evidence being given that they frequently had ordinary "incapables" brought in who presented identical symptoms. It is almost safe to assume that had any member of this jury seen the deceased lying on the road, he would have passed by like the Levite, satisfied (without the alcoholic odours that misled the police) that it was only a case of drunkenness. It is, of course, all very sad; but we must not allow our sympathies to work injustice upon the living. That the jury was actuated by impulses more of heart than of head is evident in their expression of opinion that the widow should be recompensed for what they had just decided was an accident. Such recompense would doubtless be acceptable, and an act of grace, but from whom did the jury expect it to come? From the P.W.D., or from the Police, or whence? In only one particular are we able to side with them in their fault-finding. We agree, that, on the evidence, it was a case in which the authorities might reasonably have spontaneously ordered an enquiry. It is our hope that, after what we have said, future jurymen will remember to act in such reasonable manner as will not discourage our busy magistrates from summoning their services where they promise to be useful.

Mrs. James Helbling of Foochow died on the 5th instant.

Albert Friedenthal, one of the world's great pianists, is coming to Hongkong, by way of Batavia and Singapore. He is especially "great on" Chopin.

The Sultan of Brunei refuses to allow compulsory vaccination in his territory as a means of combatting the smallpox epidemic raging there, but is willing that people should be vaccinated if they wish.

Yesterday's plague return was another blank so far as fresh cases were concerned. It mentions that a case previously reported was imported from Tung-kun, in Canton.

The Committee of the Hongkong Cricket Club has been fortunate in getting Mr. A. R. Lowe to succeed Mr. Ward in the office of Secretary to the Club on the latter's retirement at the end of the next month.

A foreigner was arrested on the 12th instant, charged with espionage at Milford Haven, where the torpedo submarine manoeuvres are proceeding. Milford is also protected by the most modern forts.

The Kaiser sent a condolatory telegram on the death of the Japanese general Viscount Yamaguchi. This should please those who were incensed by His German Majesty's complimentary message to his Russian regiment.

Mr. Falloon has beaten Mr. Kemp in one game towards the final of the Chess Championship of the Colony. Another game has been commenced, but was adjourned. Five games, in all, will be played.

In the course of an embezzlement case in the Manila Court the prosecuting attorney said that the habit of defrauding their employers has become so common among employees in Manila that there is never a week passes in which there is not from one to ten cases of embezzlement.

Mr. John C. Oswald of Foochow has sent us a letter (for which we feel obliged) to remove our doubts concerning the sudden increase in July of the rainfall. He explains that the discrepancy between 1.40 inches in July 1903 and 17.39 inches last month is due to "season pidgin." The R.M.S. gauge used has been observed daily for twenty years. The I.M.C. record at Pagoda Anchorage (for July) was 22.56 inches.

Hongkong cricketers will hope there is no ground for the fears of a writer in the *Shanghai Mercury*, who says:—"So far as I can gather there is not much hope of a team being forthcoming for Hongkong by and bye. After our experience at the hands of the last eleven that came against us, it is evident that it would be no compliment to our southern friends to send down any but the best. And at the moment it looks very doubtful whether we shall be able to collect such as would fitly represent us and at the same time be worthy their opponents' steel. But it is early yet, and I sincerely hope that a good team may be available when the time comes."

Government notification No. 529, having reference to the regulation of sampan traffic, is on the whole a satisfactory document. Regulation 13, which mentions the cleanliness of the craft, has never been thoroughly efficacious. Perhaps it is not easy to enforce, in cases where the family uses the sampan as a domicile. No. 17 forbids any sampan man to refuse a passenger anywhere between the north point of Hongkong and Hung Hom point on the east; Belcher's Bay and West Point of Stonecutters Island on the west; Shamshuipo and West Point of Stonecutters Island on the North. This seems to exclude the man-o-war anchorage. May sampan men refuse to convey passengers thither? If so, there will be times when the shore will resound with sailorlike remarks. No. 20 is a valuable addition to the regulations, its omission in the past having permitted a lot of annoyance.

FARNHAM, BOYD & CO.

Following upon the much-discussed question of the erection of a new dock at Kowloon, the following extracts from a letter written by "a small shareholder" in Farnham, Boyd & Co. may not be devoid of interest to Dock Company shareholders in Hongkong:—

"I should like to suggest that shareholders, before giving their consent to the sale of the Old Dock, should extract a promise from the directors to use the proceeds of the sale of the property to reduce the capital of the company by returning 25 cents per share to the shareholders. If, as it is reported, the Old Dock can be sold for one and a quarter million taels at least it should not be difficult to raise another quarter of a million taels by selling the *Manchen* and two or three other venerable vessels, belonging to the company. With a million and a half of cash the capital could be reduced 25 per cent, and this reduction would at once place the company on a much firmer financial basis, while the market value of the shares at Tls. 75 would probably be as great as that of the present shares whose par value is Tls. 100. Having paid back 25 per cent. of the capital, the directors should be encouraged to continue the good work. By setting apart a quarter of a million taels per annum they could create a sinking fund which in a few years would enable them to return another 25 cents per share to the shareholder. The capital of the company would then be of a reasonable dimension, and handsome dividends might be expected; for it would be unnecessary to increase the reserve—(what is the cash value of this reserve? Can it be expressed in terms of gold or silver, or merely in scrap-iron?)—as the company possesses a large quantity of land, which is a valuable asset to-day, and which in a few years will be much more valuable. I fear to say more, lest I should get beyond my depth; perhaps I am already there."

TELEGRAMS.

[FROM OUR OWN CORRESPONDENT.]

MARINE DISASTERS.

LONDON, 15th August.

The steamer *Inverkep* is wrecked on the Fastnet Rock, an islet on the south-west coast of Ireland. Twenty-five of her crew were drowned. The *Aran* has rammed the destroyer *Decoy*, off the Scilly Isles. The *Decoy* sank, but her crew were saved. (There is a revolving white light (one minute) on the Fastnet, and explosive fog signals.)

[REUTER'S SERVICE.]

BRITISH DESTROYER SUNK.

LONDON, 14th August.

The British destroyer *Decoy* has sunk off Scilly in the course of manoeuvres. [See our own telegram.]

DEATH OF MR. EDWIN MACKINTOSH.

Intelligence was received by wire on the 13th inst. by Messrs. Butterfield & Swire of the death, in London, on the 11th inst., of Mr. Edwin Mackintosh, partner in that firm. Mr. Mackintosh was well known both here and in Shanghai, having been a resident partner of the firm for many years in the Far East. Mr. Mackintosh came to Hongkong in 1889, and remained until 1895. He was an active member of the Committee of the Chamber of Commerce, of which he was Chairman during 1890, 1891, and 1892 and was Vice-Chairman in 1894. Mr. Mackintosh was much respected for his business capacity, and under his direction the Taikoo Refining Co. was started, and the shipping interests of the firm greatly extended.

PAKHOL.

[FROM OUR CORRESPONDENT.]

13th August.

AN INTREPID SPORTSMAN MAULED BY TIGER. Since I last reported to you about tiger hunting several other expeditions have been arranged to go to the village called Yik Ma, a little over three miles from the town. The last expedition was that of a single gentleman, who took with him his boy and a few coolies on the afternoon of the 6th instant. According to preconcerted arrangement as soon as he could localise any of the beasts he would send word to his companions to join him. Early on the morning of the 7th a coolie came on horseback to report that several tigers had been seen. His companions lost no time in proceeding to the spot, when to their surprise they found the sportsman had been mauled in the calf of a leg, and that he was almost in an unconscious condition. It appeared that while the coolie was on his way to call them the sportsman saw a tiger and fired at it with very good effect. The beast was seen rolling on the ground, snarling and growling with pain. The shooter waited; then approached the beast to see whether it was as dead as it seemed. Suddenly another tiger sprang from the bush and attacked him. Fortunately it confined its attention to his leg. The injured man was immediately brought home, and had his wound attended to, and is now gradually improving. This accident did not in the least deter others from going after the tigers, as it is reported there are five or six about the place. Further expeditions are being arranged to give the striped beasts a hot time of it, and by this time there are half a dozen gentlemen all eagerly looking for a trophy.

A HURRICANE IN PAKHOL.

The most violent typhoon ever experienced at this port within the recollection of the oldest residents, natives included, surprised us on the 10th inst. It was nothing short of the 1874 affair in Macao and Hongkong, except in duration. The glass began to fall early in the afternoon, and it went falling until it reached 28.90 or thereabout. As is usual, the wind commenced to blow with increased force after dusk, and by half-past eight the storm was unmercifully lifting tins, chimneys, caps, and rendering the best waterproof roofs of the foreign dwellings leaky. Part of the walls of the French Post Office as well as that of the French School came flat to the ground. Messrs. A. Schomburg & Co.'s kerosene godown is almost roofless, while Mr. A. R. Marty's kerosene godown, probably because more exposed to the wind, was completely razed to the ground. Hundreds of native houses were totally wrecked, and others were rendered more or less uninhabitable. Three pawnshops of substantial construction, owing to their height, also had to yield to the force of the wind. Four or five big junks, outward bound, are reported missing. In the harbour one or two junks capsized, and about two dozen junks, including one guard-boat, were damaged. Fortunately the storm was of little over three hours' duration. Had it been longer I would have had quite a different narrative to give.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 16th at 4.5 p.m. The barometer has risen rapidly in S. Formosa and fallen over the Eastern Sea; it is stationary in the Philippines. The typhoon is advancing northward, rather slowly, and is now to the northeast of northern Formosa.
Fresh W. winds may be expected in the Formosa Channel and moderate S.W. winds in the northern part of the China Sea.
Forecast:—Moderate S.W. winds, fine.
N.B.—Information from the north is very meagre.

THE WAR.

[JAPANESE OFFICIAL DESPATCHES.]

KAMIMURA'S REPORT.

TOKYO, 13th August.

Vice-Admiral Kamimura reports that at dawn of the 14th instant, our squadron found, off Ulsan, the south-eastern coast of Corea, three ships of the Vladivostock squadron steaming southward. The latter on sighting us attempted to escape northward, which we obstructed, and fighting commenced at 5.23 a.m. The enemy's ships all caught fire several times by our shells, and apparently suffered heavily, especially the *Zurik*. Eventually the enemy fled at full speed for the north, leaving behind the *Zurik*, which afterwards sank. Thereupon our whole squadron hastened to rescue the drowning Russians and picked up about 600. [This explanation of why there was no pursuit of the other two damaged ships is highly creditable to the alleged "barbarous" Japanese.]

ANOTHER RUSSIAN VESSEL SUNK.

TOKYO, 16th August.

According to Admiral Togo's latest report the Russian ship of *Pallada* type is believed to have been sunk by our torpedo attack on the night of the 10th inst.

[REUTER'S SERVICE.]

THE "RIETSELINI" SEIZURE.

LONDON, 14th August.

Count Lamsdorff has requested the French Government to lodge a strong protest through the French Minister at Tokyo, on behalf of Russia, against the breach of China's neutrality in connection with the capture of the *Rietzelini*. The Russian Minister has also been instructed to protest at Peking, and to warn China of the serious consequences which permission to break her neutrality may entail.

THE RUSSIAN NAVAL DEFEAT.

LONDON, 14th August.

The Vladivostock squadron has encountered the Japanese in the Korean Straits. The *Zurik* was sunk; the *Rosalia* and *Gromboi* escaping to the north.

WAR ITEMS.

VIVID RUSSIAN ACCOUNT OF THE NAVAL FIGHT.

The N.C. Daily News published on the 13th instant the following special telegram to the *Ostasiatische Lloyd*, from Tsingtao, dated the 12th.

On the 11th August, at 5.30 p.m. a Russian torpedo-boat arrived in the harbour of Tsingtao, the cruiser *Novik* soon following. Both came alongside the jetty. Two British colliers which had been in port for two days, left this morning at 2 o'clock without lights. It is reported that the fast cruisers *Diana* and *Ashido* have been sighted outside. The *Novik* had, like the other Russian warships, orders to try and break through the Japanese squadron, and it was generally understood that the battleships were to attempt a junction with the vessels of the Vladivostock squadron, whilst the cruisers were to make their way southward. Last night the battleship *Czarevitch* came in very badly damaged and anchored in the inner bay. To-day two more torpedo-boat destroyers came in and are at the present time taking coal from a British vessel. They will, in all probability, leave again this evening.

Our chief reporter has just returned from a visit to the *Czarevitch* where he learned from the officer commanding that the Russian squadron had orders to try and break through to Vladivostock. The officer said:—
"We left Port Arthur on the morning of the 10th at six o'clock, and at once sighted some torpedo-boats and gun-boats. The *Bayan* had to put back having sustained damage in striking a mine. Towards eleven o'clock, when about twenty miles from Port Arthur, we met the Japanese squadron consisting of four battleships, three armoured, and three protected cruisers, with six smaller vessels, and about forty torpedo-boats or destroyers. We had a running fight lasting an hour and a half, in which the enemy concentrated their fire on our flagship, but we succeeded in breaking through the cordon. It is not known what became of the other ships. We held on our course toward the Shantung Promontory closely followed by the *Asahi*, *Mikasa*, *Shikishima*, *Fuji*, *Nishin*, *Kasuga*, *Yakumo*, *Kasagi*, *Chitose*, *Takaeago*, and several torpedo-boats. They closed on us off the Shantung coast at about half-past four and severe fighting ensued. Their shells repeatedly struck us, but we also managed to inflict some damage on the enemy's ships. About half-past five a Japanese shell burst on the bridge of the *Czarevitch* where Admiral Witte and his staff were standing. Of the Admiral only the legs were found, the remains being buried at sea later on with full honours. The same shell killed the chief of the navigating staff and the flag lieutenant. Amongst the wounded were the chief of staff, Rear-Admiral Matsunavitch and the Commander, both in the arm, and all the other officers more or less were

also wounded, with the exception of the captain. We, however, succeeded in making good our escape and the Japanese ceased their pursuit. We could not attempt, however, to get to Vladivostock as our rudder was damaged, so we decided to seek refuge in Tsingtao. In our present condition it is impossible for us to leave here, and it is uncertain if it will be possible to do so after the necessary repairs have been done. We had only twelve killed and forty wounded."

Admiral Matsunavitch was brought with eight others seriously wounded to Tsingtao hospital this morning. The scene aboard the battleship is fearful, the funnels are totally demolished, the bridge destroyed and three large rents appear above the waterline.

Chinese junks have reported several Japanese and Russian ships in the neighbourhood of the Tschailien-tau lighthouse.

THE "RIETSELINI" AFFAIR.

From Chefoo the Daily News has received the following version of the incident which has already been officially described:

On the morning of the 12th August, an officer of the Japanese destroyer *Asashio* was dispatched to the Russian destroyer *Rietzelini* to negotiate about the disarmament question. While the negotiation was proceeding the Russians outrageously assaulted him and his men. Proceedings for capture were then followed by the Japanese, but meanwhile at 3.35 p.m. the *Rietzelini* herself fired the powder magazine at her fore and the Russians on board plunged themselves overboard. Thereupon the Japanese destroyers *Asashio* and *Kasumi* towed the Russian destroyer out of harbour. During the Russian outrageously assault a Japanese interpreter and one or two Japanese sailors were slightly wounded.

The second version runs: Two Japanese torpedo-boat destroyers which were ordered to capture the *Rietzelini* have been watching outside the port, but as the latter did not come out the former entered the port at 8 p.m. yesterday. This morning at 8 a.m. a sub-lieutenant of the destroyer *Asashio*, accompanied by Mr. Shimizu, the interpreter, went to the Russian destroyer after getting the consent of the commander of the latter. While he was conferring with the commander, the latter suddenly jumped into the water, embracing the former. An officer of the Russian destroyer also thrust down the interpreter into the water and himself jumped overboard after him. The Japanese sailors went alongside, but they were not only answered with violent force but the Russian crew instantly set fire to the powder magazine and jumped into the sea. The *Asashio* seeing this hostile action on the Russians' part was obliged to exercise her belligerent rights, and captured the vessel and towed her outside the port.

KUROPATKIN RETREATS FROM LIAOYANG.

A Shapshikan telegram on the 12th says that a great part of the Russian troops are retreating from Liaoyang to Shihliu, twenty miles north-east of Liaoyang. A small number of Russian troops remain at Liaoyang station but the place itself was burnt by the Russians on the 9th instant. A great battle is expected during the coming few days. Another telegram from Hsinmintun says that the Japanese troops are advancing from five directions, compelling the Russian troops to retreat from Liaoyang. A Japanese reconnoitring force has appeared near Shanwangtai, about ten English miles from Mukden.

A RUSSIAN ESTIMATE.

The Russian total losses from the 26th of July up till now are estimated at about 3,000, the Japanese about 27,000.

BEFORE THE JAPANESE SEIZURE.

A Chefoo message dated the 11th instant was published to this effect:—
The Russian destroyer *Rietzelini* arrived here at 4 a.m. to-day. She informed the harbour-master that her intention was to go to Weihaiwei, but owing to damage to her machinery was compelled to put in to Chefoo. The Japanese Consul here urged the Chefoo Tao-tai, who lost no time in conferring with the Russian Consul, to observe strictly the laws of neutrality, while Admiral Sah, of the Feiyang squadron, who has been staying in Chefoo, also conferred on the matter with the Russian commander of the destroyer. Some hours later it was decided to disarm the destroyer, and this is now being done under the inspection of Captain Sheng of the Chinese cruiser *Haiyung*. The crew are to be allowed to remain here for the time being, and will be sent home as soon as instructions are received from Peking. The crew consists of forty-nine, including the commander, Lieut. Roschakovsky. There were nine passengers, including a lady who is said to be the wife of General Stissel. The crew of the destroyer state that none of the Russian men-of-war which put out to sea on the 10th had returned when she left Port Arthur at 9 p.m. The intention of the fleet was to join the Vladivostock squadron, and they had on board everything necessary for the repair of the vessels. The chief constructor who directed the repairs of the *Hetman*, etc., left Port Arthur in a junk two or three days ago, and is now staying at Chefoo, under orders to proceed to Vladivostock.

AFTER THE SEIZURE.

The Russian torpedo-destroyer *Rietzelini* which was at anchor at the lightship, was disarmed by the Chinese authorities on the evening of the 11th, and was suddenly attacked at night by the Japanese. Boats with about 30 armed Japanese went alongside her and asked the commander to surrender. He referred them to the Chinese authorities, because his ship had already been disarmed. Then the Japanese opened fire with rifles, when the commander ordered the vessel to be blown up. The powder magazine exploded, but the vessel did not sink and was then towed by two Japanese torpedo-boats. The Japanese shot at the swimming Russians, the commander was wounded, and nearly all the crew have been saved.

Hongkong 18th, February, 1904.

INTIMATIONS

Patti's Opinion
of the
APOLLO
Piano Player

"Its playing every individual note of the Piano makes it, without doubt, the most wonderful and perfect Piano Player."

A Piano has a range of 85 notes—so has the Apollo. Other players leave one-third of the Piano unplayed.

THE ROBINSON PIANO CO., Ltd.
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10,000

PIECES

FOR THE APOLLO

Hongkong, 16th August, 1904. [1409]

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH

LEWIS'S, SCHULTZ'S, AMBERITE AND KYNOK'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORES, and **NEWCASTLE GUILLED SHOT** all Sizes, 10 to 888G. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO.
Hongkong 28th November, 1902.
GRANITE AND MARBLE MERCHANTS.
EXPORTERS AND CONTRACTORS.

Sole Agents of
QUAN TAI & CO., Ltd. Manufacturers of
All descriptions of
GRANITE AND MARBLE FOR EXPORT.
Dealers in
GRANITE AND MARBLE MONUMENTS
Prices & Estimates on Application.
No. 1, QUEEN'S ROAD, EAST.
Hongkong, 17th October, 1903. [147]

A. LING & CO.,
FURNITURE STORE,
PLATED GLASS AND CROCKERY
WARE, &c., &c., and FOOCHOW
LACQUERED WARE.
68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903.

PUBLIC COMPANIES

NOTICE.

A. S. WATSON & CO., LIMITED.

THE SHARE CERTIFICATES Nos. 1207, 1711, and 1712 for 100, 75, and 25 Shares respectively numbering from 24324 to 24423, 18542 to 18591, 8841 to 8865, and 44791 to 44815 inclusive, and standing in the Register in the name of H. W. WALKER of Tientsin, having been LOST, Notice is hereby given that unless the said Certificates are produced at the Office of the Company at Alexandra Buildings, Des Vaux Road, Hongkong, before August 31st, 1904, New Certificates for the said Shares will be issued and the Old Certificates will thereafter be held by the Company as null and void.

A. S. WATSON & CO., LIMITED.
(Sd.) JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 10th August, 1904. [1462]

NOTICE.

A. S. WATSON & CO., LIMITED.

THE SHARE CERTIFICATES Nos. 1231 and 1232 for 25 and 55 Shares respectively numbering from 55332 to 55356 and 371 to 425 inclusive, and standing in the Register in the name of Mrs. L. H. HEARSON of Tientsin, having been LOST, Notice is hereby given that unless the said Certificates are produced at the Office of the Company at Alexandra Buildings, Des Vaux Road, Hongkong, before August 31st, 1904, New Certificates for the said Shares will be issued and the Old Certificates will thereafter be held by the Company as null and void.

A. S. WATSON & CO., LIMITED.
(Sd.) JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 10th August, 1904. [1463]

PUBLIC COMPANIES

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS of this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 20th day of AUGUST next, at Noon, for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 30th June, 1904.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 30th July, 1904. [1859]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTERS of SHARES of the Corporation will be CLOSED from SATURDAY, the 6th to the 20th day of AUGUST next (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 30th July, 1904. [1858]

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the OFFICES of the COMPANY, Queen's Buildings, Connaught Road, on MONDAY, the 22nd day of AUGUST, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 22nd AUGUST, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, 30th July, 1904. [1860]

CHINA SUGAR REFINING CO., LD.

NOTICE.

IN Accordance with the provisions of No. 121 of the Articles of Association, the General Agents have this day declared an Interim Dividend of 5% for the half year ending 30th June, 1904, on the Paid-up Capital.

Dividend Warrants, payable on MONDAY, the 29th AUGUST, will be issued to Shareholders on application.

The TRANSFER BOOKS of the Company will be CLOSED from 10th to the 29th inst., both days inclusive.

JARDINE, MATHESON & CO.,
General Agents.
Hongkong, 4th August, 1904. [1951]

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Hongkong and Kowloon Wharf and Godown Company, Limited, will be held at Messrs. JARDINE, MATHESON & CO.'S OFFICES, Pedder Street, Victoria, Hongkong, on WEDNESDAY, the 31st day of AUGUST, 1904, at 12.15 o'clock in the afternoon, when the subjoined resolutions will be proposed.

Should the said resolutions be passed by the required majority they will be submitted for confirmation at special resolutions to a Second Extraordinary Meeting, which will be subsequently convened.

1. That the Capital of the Company be increased from \$1,500,000 to \$2,000,000 by the creation of 10,000 new Shares of \$50 each.
2. That such new Shares be issued at a premium of \$30 per Share and be offered to those persons who are registered as Shareholders of the Company on 1st October, 1904, in the proportion of one new Share for every complete three Shares held by them on 1st October, 1904.
3. That the amount due for the new Shares be called up on 31st December, 1904.

Dated the 15th August, 1904.
By Order of the Board,
EDWARD OSBORNE,
Secretary.

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution the General Limited, Messrs. A. S. Watson & Co., Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent. or \$11 a share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by these entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per share will be payable on application. The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$600,000, divided into 60,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$800,000 divided into 80,000 shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexandra Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 22nd June, 1904. [1846]

TAI WOO,

PHOTOGRAPHER AND PORTRAIT PAINTER.
26, Queen's Road Central, 2nd Floor.
Hongkong, 8th August, 1904. [1932]

CHINESE CONTRACTS WITH FOREIGNERS.

The correspondent of the Standard, writing from Tientsin, says:—

Having made further inquiries in regard to the Circular recently addressed by the Viceroy, through the Customs Tsoai, Tong, to the various foreign Consuls in Tientsin, I find, as I expected, that the Chinese officials are attempting to interfere in matters placed outside their province by Treaty stipulations. The British Consul General very properly recognized this at once, and on receipt of the Customs Tsoai's Circular immediately informed him that he possessed no powers to make regulations for his countrymen, for which the Treaties made no provision, and was, of course, still more unable to impose any which directly set Treaty provisions on one side. The United States Consul, however, translated the Tsoai's Despatch, and circulated it among Americans, leaving with them the responsibility of accepting or not the conditions laid down therein. What course the other Consuls intend adopting I have not yet ascertained, but I do not anticipate their concurrence in the new Regulation, when the true significance of it is comprehended. The Germans, I know, are by no means blind to the true inwardness of the attempt.

At first glance, the Circular may suggest a very honest and plausible desire on the part of the Tientsin Magistrate and the City authorities generally, to facilitate any litigious proceedings which may from time to time arise from contracts made between foreigners and Chinese; but having allowed this, we have on the other hand, overwhelming arguments against the Tsoai's action, which may be briefly summarized thus:—

1. The fact that the Chinese have attempted to introduce a regulation affecting the interests of foreigners and foreign trade without first consulting the Consular body, at once places it "out of court" as a legal and legitimate transaction, and exposes its motives to adverse criticism.

2. Though it is beyond the power of the Chinese to enforce any commercial regulation directly on foreigners, by enforcing it on Chinese they indirectly affect foreign commercial interests, and may in so doing commit a breach of the Treaties.

3. The Circular, while ostensibly constituting a tentative sounding of Consular opinion, and being open to either acceptance or rejection, concludes as follows:—"In accordance with the foregoing representations, the Customs Tsoai has ordered the District Magistrate of Tientsin to issue and post a Proclamation notifying all Chinese who wish to enter into contracts with foreigners that they must file contracts as above suggested at the Yamen of the District Magistrate. All the Consular Representatives of foreign countries in Tientsin are hereby notified of this action, and respectfully requested to make it known to the business firms and all parties who may be interested among their respective nationals." There is nothing tentative or solicitous about this concluding paragraph, which not only takes Consular acceptance for granted, but renders it compulsory on Chinese to in future register all their contracts with foreigners in the City Yamen on pain of any suit they may hereafter bring being disregarded as null and void.

4. It is well known that reputable Chinese will do anything rather than bring themselves within Yamen precincts; and the first effect of the Regulation, if enforced on the Chinese, will be to discourage them from entering into contracts with foreigners.

5. If such a Regulation could be enforced, it would not only do this, but put both foreigners and Chinese to an immense amount of unnecessary trouble and expense, as the Regulation would entail all contracts being previously registered at the foreign contractors' Consulate. The expense attached to the Chinese side, not to speak of endless delays, does not need to be dwelt on. Those who know China can estimate its results for themselves. The net result would be—no contracts.

6. The contention that the Regulation would avert misunderstanding does not hold water, for the simple reason that all contracts of any importance are already written in Chinese, and very carefully read by the Chinese parties to the contracts, and so far as I know, though the excuse may be sometimes put forward, as it occasionally is even in foreign Courts, that the conditions have been "misunderstood," no non-fulfilment of contract has been allowed on a proven case of "not being understood." The point is one of those fine sub-divisions of reality which may crop up in connection with law suits in any country, and does not constitute the slenderest foothold for people anxious to drive a coach and four through the Treaty exploitation, as at present the Chinese officials have, of course, no pickings out of the numerous large contracts being concluded with foreigners every day. Though this attempt to introduce an illegal and ridiculous restriction on foreign and Chinese dealings is not likely to meet with success, it behoves the Consuls individually and collectively to take a very strong stand in the matter, and point out to the Viceroy and Customs Tsoai that these tentative attempts to usurp illegal rights will not be overlooked.

Though public attention is concentrated almost entirely on the War over here, foreign interests demand that we shall not become so completely absorbed in the Russo-Japanese struggle as to lose sight of the game on which others may be engaged. The incident of the contracts is but one of the many consequences of the imperative and incessant demand for money made by Pekin. The great upheaval of 1900 was preceded in 1898-99 by a similar, but much more moderate, demand. An official, the well-known Kang Yi, was sent through all the provinces to canvass for contributions, and he managed to beat up a good many hundred thousand taels for the Tung-ti Yamen of those days. His extortions, however, were a feather-weight compared with the scourge which is being applied on high and low at the present moment. Some eight months ago, perhaps less, the new

Military Reform Board, or Lien Ping Chu, was formed; and, since that period, I have reason to believe something like seven or eight million taels, at the least, have passed into its coffers. During the past month, the Chinese state, no less than one and a-half million taels have been sent to Pekin, out of which five hundred thousand taels are attributed to Customs. These figures may be wrong, but there can be no question from the Editors and memorials daily published, that enormous sums are going to Pekin, and that almost daily demands are being telegraphed to the Provinces for more. It was at first stated that a certain amount of money had to be obtained before the recruiting of new troops could be commenced—a very reasonable argument; but neither the recruiting, nor even the immense and incessant orders for arms of all kinds, have been such as to justify the absolutely insatiable demands made from the Capital. There is, indeed, only one explanation of the extravagant instance of accumulation—namely, the Government's desire, as foreigners generally, only to attack Russia, but foreigners generally, at no very distant date. There is ample documentary evidence to show that Chinese officers have constantly to resort to ready money bribes and rewards, even with the Regular troops, when any work is to be done. In 1900, the carrying of despatches from one camp to another, or a successful assault on a given point, had to be paid for on the spot. This gives the clue to the situation. The arms purchased so extensively from Japan and from Germany call, of course, for payment, and represent no small sum; but these obligations, as various memorials show, are met in great measure from other sources, and do not satisfactorily account for the avidity with which money is now being collected.

When the Court returned to Pekin, there were enlightened Chinese who shook their heads and said that, within four years, China would arm again. The War appears to be having matters. Japan's success up to date has made a very strong impression on the Chinese, not so much in Japan's favour as to the detriment of European Powers generally. China, ignorant, bigoted, and conceited, believes that what Japan can do she equally within her own capacity; and we cannot be prepared for her acting upon this faulty assumption at any moment. There are plenty of officials who know it is folly, and who will do their utmost to thwart any rash resolves which the Government may form; while Japan knows that any breach of neutrality now would be fatal, and will never countenance it. But in the meantime the country is being bled, and the reason for the excessive taxation is undoubtedly the "necessity of fighting and ousting the accursed foreigner, or of resisting the ever-increasing foreign demands; thereby reviving all the latent and ever-inflammable hostility of prejudice. In course of time the spark thus ignited will be difficult to control. The Yellow Peril is often misunderstood. China can be troublesome, but not dangerous for a very long time to come; and in the meanwhile a process of reduction may have wrought many changes. What concerns us now is to be fully prepared, this time, to deal properly and effectively with any outbreak which may take place. To affirm that China has had her lesson and will never repeat her folly will not prevent it recurring, but armed expectancy and constant vigilance may go far towards doing so.

Many a deadly riot in China has been fanned merely by a child shaking his fist; and in 1900 foreigners felt but little more than a mild surprise when they encountered demonstrations of this kind. Yet these were some of the many straws which indicated the direction of the wind, and they are beginning to be seen again. A cautious and not too sanguine policy is the wisest, and in China no signs are too small to note, no folly too large to be committed.

HIRANO WATER.

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PURE, SPARKLING, INVIGORATING.

THE LEADING MINERAL WATER OF THE EAST.
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Beware of JAPANESE IMITATIONS.
F. BLACKHEAD & CO., AGENTS.
Hongkong, 31st July, 1903. [1898]

MITSUBISHI GOSHI-KWAISHA**(MITSUBISHI CO.)****COAL DEPARTMENT**

Cable Address, "MITSUBI."
which applies to all Branch Offices and Hongkong and Shanghai Agencies.

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CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; the Imperial Armies; the Imperial Railways; Sanyo, Kinshu and the other Principal Railways; Industrial Works; Home and Foreign Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korean ports and America.

SOLE PROPRIETORS of Takashima Collieries and also Hojo Colliery, which will be ready to produce on a large scale the best Buzon Coal from 1905.

Sole Agents for Kigio, Komatsu (Tagawa) and Matsushima Coals.

The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries.

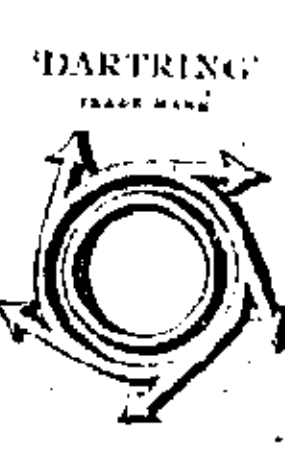
Coal sold in 1903 by the Company amounted to 1,210,000 tons.

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New and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam Coal in the East is now produced in abundance and can be supplied in any quantity.

Hongkong, 26th April, 1904. [112]

PRINTING OF ALL KINDS at the most moderate prices.

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All proofs read and all work supervised by Englishmen. Always equal and generally superior to that done anywhere else. Estimates given



Dainty Skin

is a precious possession. It is made and kept dainty by

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FINEST EGYPTIAN CIGARETTES.

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LOTUS.
Large Size \$3.00 per 100

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Our new patent Low Set Express Cushions can be fitted to any Billiard Table, making it for playing purposes as good as new.

(Freight on a case of Cushions to Bombay, Rs. 4/- only.)

BEST AFRICAN IVORY BILLIARD BALLS.
THOROUGHLY SEASONED.

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BOMBAY.

Hongkong, 6th April, 1904.

[1927-2]

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Painkiller

It cures CRAMPS, COLIC, CHOLERA, DYSENTERY, DIARRHOEA, SPRAINS, BITES and STINGS.



[1516-2]

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CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

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S. MINAMI, Manager, Hongkong.

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THE HONGKONG ICE COMPANY, LD.
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Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sundays excepted to receive and deliver perishable goods

WM. PARLANE, Manager.
Hongkong, 18th November, 1901. [75]

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CHAMPAGNE GROWERS AND SHIPPERS

Ship only the Finest Quality
Extra Dry (Green Seal)
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Sole Agents.

Hongkong, 18th May, 1903. [126]

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REPAIR WORK to Steamers and Launches. Castings in Brass and Iron. Moderate charges. Work solicited.

J. D. EDWARDS,
Manager.
Amoy, 3rd December, 1903. [150]

WEI CHEETOO & CO.

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AND
GENERAL COMMISSION AGENTS.

SPECIALITY: HUMAN HAIR.

SHIPPING.

ARRIVALS.
EMPEROR OF INDIA, British str., 3,032, O. P. Marshall, 16th August, Vancouver 25th July and Shanghai 13th August, Mails and General—C. P. R. Co.
GNISENAU, German str., 3,004, H. Bleker, 16th August, Bremen and Singapore 12th August, Mails and General—Melchers & Co.
MUR, French str., 765, Godinau, 16th Aug.—Haploing and Haploing 15th Aug. (General).—A. R. Marty
KWONGSANG, British str., 1,427, Lake, 16th August, Shanghai 10th August, General, Junking, Matheson & Co.
MUSFOO, Chinese str., 1,321, G. G. Graham, 16th August, Canton 15th August, General—Chinese.
MOYUNE, British str., 3,016, D. P. Campbell, 15th Aug.—Foonchow 15th Aug. General—Butterfield & Swire.
OCAMPO, British str., 1,311, G. G. Graham, 16th August, Mororan 6th August, Coal—Doddwell & Co.
TAIWAN, British str., 1,109, Harder, 16th Aug.—Canton 15th August, General—Butterfield & Swire.
WALSHING, British str., 1,170, M. Courtney, 16th Aug.—Canton 15th Aug. General—Jardine, Matheson & Co.

AT THE HARBOR MASTER'S OFFICE.
 16th August.
APPROVED, German str., for Haploing.
TRIUMPH, German str., for Swatow.

DEPARTURES.
 15th August.
BEDOUIN, British str., for New York.
HAIRLO NG, British str., for Haploing.
 16th August.
BELGIAN KING, British str., for Kobe.
CATH RINE APAC, British str., for Calcutta.
CHUYEN, Chinese str., for Canton.
GREENGLADE, British str., for Amoy.
HATIAN, British str., for Coast Ports.
JOHANNE, German str., for Swatow.
KOREA, Amr. str., for San Francisco.
PRONTO, Norwegian str., for Cheloo.
RAJABURI, German str., for Bangkok.
TEAN, British str., for Manila.

VESSELS IN DOCK.
 16th August.
ABERDEEN DOCKS—U. S. S. Pathfinder, Shanghai, H.M.S. Lexington, Lathian, Wankoi, Wing Chai, Anglin.
COSMOPOLITAN DOCK—Keongrai.

VESSELS ON THE BERTH
EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.
THE Steamship
"EMPIRE"
 Captain Helms, will be despatched for the above port TO-DAY, the 17th inst., at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
 For Passage, apply to
GIBB, LIVINGSTON & CO.,
 Agents.
 Hongkong, 6th August, 1904. [1924]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
 Calling at TAIOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship
"EMPIRE"
 Captain Helms, will be despatched for the above ports TO-DAY, the 17th August, at Noon.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
 Agents.
 Hongkong, 26th July, 1904. [1825]

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD, BREMEN.
FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.
THE Imperial German Mail Steamship
"GNISENAU"
 Captain Bleker, will leave for the above places TO-DAY, the 17th inst., at 10 A.M.
NORDDEUTSCHER LLOYD.
 For Further Particulars, apply to
MELCHERS & CO.,
 Agents.
 Hongkong, 17th August, 1904. [1825]

AMERICAN ASIATIC STEAMSHIP COMPANY.
FOR NEW YORK SUEZ VIA CANAL.
THE Steamship
"EPSOM"
 Captain J. White, will be despatched for the above port on SATURDAY, the 2nd September.
 For Freight, apply to
SHEWAN, TOMES & CO.,
 General Agents.
 Hongkong, 5th August, 1904. [1630]

"BEN" LINE OF STEAMERS.
FOR MARSEILLES, LONDON AND ANTWERP.
THE Steamship
"BENVOIRICH"
 Captain Thomson, will be despatched as above on or about the 7th September.
 For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
 Agents.
 Hongkong, 16th August, 1904. [1994]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON AND ANTWERP, VIA SINGAPORE, &c.	BORNEO	Brit. str.	G. W. Gordon	P. & O. S. N. Co.	About 19th inst.
LONDON, &c., VIA PORTS OF CALL	COROMANDEL	Brit. str.	G. M. Montford	P. & O. S. N. Co.	27th inst., at Noon.
LONDON, AMSTERDAM & ANTWERP	PELEUS	Brit. str.		BUTTERFIELD & SWIRE	30th inst.
LONDON, AMSTERDAM & ANTWERP	GLAUCUS	Brit. str.		BUTTERFIELD & SWIRE	13th Sept.
LONDON, AMSTERDAM & ANTWERP	TYDREUS	Brit. str.		BUTTERFIELD & SWIRE	27th Sept.
MARSEILLES, &c., VIA PORTS OF CALL	TOURANE	Brit. str.	Girard	MESSAGERIES MARITIMES	23rd inst., at 1 P.M.
MARSEILLES, HAVRE, COPENHAGEN, &c.	P. VALPARAIS	Brit. str.	Thomson	MELCHERS & CO.	Quick despatch.
MARSEILLES, LONDON & ANTWERP	BENVOIRICH	Brit. str.	Thomson	GIBB, LIVINGSTON & CO.	About 7th Sept.
BREMEN, VIA PORTS OF CALL	PREUSSEN	Ger. str.	E. Prehn	MELCHERS & CO.	To-day, at 9 A.M.
HAVRE & HAMBURG	SPEZIA	Ger. str.	Mittelfeld	HAMBURG-AMERIKA LINE	27th inst.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	Filler	HAMBURG-AMERIKA LINE	10th Sept.
HAVRE & HAMBURG	SAMBIA	Ger. str.	Luning	HAMBURG-AMERIKA LINE	20th Sept.
HAVRE & HAMBURG	SCANDIA	Ger. str.	Bohrens	HAMBURG-AMERIKA LINE	4th Oct.
HAVRE & HAMBURG	SUEVIA	Ger. str.	von Döhren	HAMBURG-AMERIKA LINE	18th Oct.
HAVRE, LONDON & ANTWERP	MIONETHSHIRE	Brit. str.	G. C. Cundy	SANDER, TOMES & CO.	7th Sept.
TRIESTE, &c., VIA SINGAPORE, &c.	NIPPON	Brit. str.	Mistrorigo	BUTTERFIELD & SWIRE	18th inst.
GENOA, MARSEILLES & LIVERPOOL	SANFEDON	Brit. str.		BUTTERFIELD & SWIRE	22nd Sept.
NEW YORK, VIA PORTS & SUEZ CANAL	CASTLE	Brit. str.	J. White	DODWELL & CO. LD.	About 20th inst.
NEW YORK, VIA SUEZ CANAL	HUDSON	Brit. str.		SHEWAN, TOMES & CO.	3rd Sept.
VANCOUVER, VIA SHANGHAI, &c.	E. OF INDIA	Brit. str.		STANDARD OIL CO.	About 15th Sept.
VANCOUVER, VIA SHANGHAI, &c.	ATHENIAN	Brit. str.		CANADIAN PACIFIC R. CO.	24th inst.
VICTORIA (B.C.) & PACOMA VIA JAPAN	TELEMACHUS	Brit. str.	W. M. Smith	CANADIAN PACIFIC R. CO.	24th inst.
PORTLAND, OREGON	EMPIRE	Brit. str.	Bahle	DODWELL & CO. LD.	7th Sept.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	Helms	BUTTERFIELD & SWIRE	25th inst.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	GNISENAU	Ger. str.	Bleker	GIBB, LIVINGSTON & CO.	To-day, at Noon.
SHANGHAI	TAIWAN	Brit. str.		BUTTERFIELD & SWIRE	13th Sept.
SHANGHAI, YOKOHAMA & KOBE	AUSTRIA	Aut. str.		BUTTERFIELD & SWIRE	To-day, at 10 A.M.
SHANGHAI & KOBE	FORMOSA	Brit. str.	B. H. W. Snow	BUTTERFIELD & SWIRE	To-day.
SHANGHAI	CHUAN	Jap. str.	W. B. Palmer	JARDINE, MATHESON & CO.	To-day, at 4 P.M.
FOOCHOW, VIA SWATOW & AMOY	CHUMPH	Jap. str.	A. Hansen	P. & O. S. N. Co.	About 23rd inst.
TAMSIU, VIA SWATOW & AMOY	M. STRUVE	Jap. str.	T. Brandt	OSAKA SHOSHEN KAISHA	To-day, at 10 A.M.
ANPING, VIA SWATOW & AMOY	FRITHIOS	Jap. str.	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	21st inst., 10 A.M.
SWATOW & TIENTSIN	TRITOS	Jap. str.	H. Kraft	OSAKA SHOSHEN KAISHA	25th inst., 10 A.M.
SWATOW, CHEFOO & TIENTSIN	WOSANG	Brit. str.	Malkin	JARDINE, MATHESON & CO.	24th inst., 10 A.M.
MANILA	KANBU	Brit. str.	Helms	BUTTERFIELD & SWIRE	To-morrow, 4 P.M.
MANILA DIRECT	EMPIRE	Brit. str.	T. M. Meyrick	GIBB, LIVINGSTON & CO.	25th inst.
MANILA	YUENSANG	Brit. str.	R. W. Almond	JARDINE, MATHESON & CO.	To-morrow, Noon.
MANILA DIRECT	RUH	Brit. str.	W. M. Smith	SHEWAN, TOMES & CO.	19th inst., at 4 P.M.
MANILA	SHAPMUT	Brit. str.	R. W. Almond	DODWELL & CO. LD.	20th inst., 10 A.M.
CEBU & ILOILO	SHAPIRO	Brit. str.	E. Finlayson	SHEWAN, TOMES & CO.	About 20th inst.
KUDAT & SANDAKAN	KAIFONG	Brit. str.	S. J. Payne	BUTTERFIELD & SWIRE	27th inst., 10 A.M.
SINGAPORE, PENANG & CALCUTTA	NAMSANG	Brit. str.	G. Payne	JARDINE, MATHESON & CO.	To-morrow.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS—POSTE FRANCAIS.

NOTICE.
STEAM FOR
SAIGON, SINGAPORE, RATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, BOMBAY, ADEN, SUEZ, PORT SAID, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 23rd August, 1904,
 at 1 P.M., the Company's Steamship "TOURANE," Captain Girard, with Mail, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.
 This Steamer connects at COLOMBO with the Australian line to "Armand Bebi," bound for MARSEILLES via BOMBAY and ADEN.
 Cargo and Specie will be registered for London as well as for Marcellies, and accepted in transit through Marcellies for the principal places of Europe.
 Shipping Orders will be granted till Noon only on Monday, the 22nd August. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday.
 Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.
 For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX,
 Agent.
 Hongkong, 10th August, 1904. [2]

"SHIRE" LINE STEAMSHIP CO.
FOR HAVRE, LONDON AND ANTWERP.
THE Company's Steamship
"MERIONETHSHIRE"
 Captain G. C. Cundy, will be despatched for the above ports on WEDNESDAY, the 7th September.
 This steamer has superior accommodation for Saloon passengers.
 For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
 Agents.
 Hongkong, 11th August, 1904. [1858]

HONGKONG-MACAO LINE.
S.S. "WING CHAI,"
 Captain Samuel Bell Smith.
DEPARTURES from Hongkong, on week days, at 7.30 A.M., on Excursion days, at 8.30 A.M.; from Macao to week days at about 2 P.M. and Sundays about 7.30 A.M.
FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5.
 2nd Class \$1. 3rd Class 50 cents.
 On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.
 Wharf at the Western end of Wing Lok Street.
 The Steamer runs on Excursion Trip Every Sunday, and takes only 24 hours to reach Macao.
MING ON & CO.,
 2nd Floor, 16, Victoria Street.
 Hongkong 8th September, 1903.

STEAM TO CANTON.
REDUCED FARES.
THE Commodious Steel Twin Screw Steamer "TAI ON"
 Captain J. Lawrence, leaves the Tung Yik Wharf, Praya West, on MONDAYS, WEDNESDAYS and FRIDAYS at 8.00 P.M., returning from Canton on TUESDAYS, THURSDAYS and SATURDAYS, at 5 P.M.
FARES—
 Saloon \$2.00
 Chinese Saloon \$1.00
 2nd Class 0.60
 Steerage 0.20
 This well-known steamer has been fitted throughout with Electric Light. Unrivaled accommodation, excellent cuisine, best brands of Wines and Spirits at moderate charges.
YIK ON S. S. CO.,
 309, Des Vaux Road Central.
 Hongkong, 6th July, 1904. [1674]

OSAKA SHOSHEN KAISHA
REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.
PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
STEAMERS
"TRIUMPH" WEDNESDAY, 17th Aug., at 10 A.M.
"A. HANSEN" SUNDAY, 21st Aug., at 10 A.M.
"M. STRUVE" WEDNESDAY, 24th Aug., at 10 A.M.
"TRITOS" SUNDAY 28th Aug., at 10 A.M.
"FRITHIOS"
H. A. HARALDSEN
 On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.
 For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Des Vaux Road Central.
 Hongkong, 15th August, 1904. [15]
T. ARIMA, Manager

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR
LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID
SHANGHAI AND KOBE
SHANGHAI
LONDON, &c.
FOR FURTHER PARTICULARS, APPLY TO
E. A. BEWETT,
 Superintendent.
 Hongkong, 15th August, 1904.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.
PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SHAWMUT	9,606	W. M. Smith	Wednesday, August 31st
TREMONT	9,606	T. W. Garlick	Saturday, October 1st

FOR MANILA.
 The largest, steadiest, and most comfortable steamers for Manila.
S.S. SHAWMUT..... 9,606 tons. W. M. Smith..... About 20th August.
S.S. TREMONT..... 9,606 tons. T. W. Garlick..... About 10th September.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.
 The twin-screw ss. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.
PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
 For further information apply to—
DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS, Hongkong, 11th August, 1904. [7]

OSAKA SHOSHEN KAISHA
REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.
PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
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"M. STRUVE" WEDNESDAY, 24th Aug., at 10 A.M.
"TRITOS" SUNDAY 28th Aug., at 10 A.M.
"FRITHIOS"
H. A. HARALDSEN
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 For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Des Vaux Road Central.
 Hongkong, 15th August, 1904. [15]
T. ARIMA, Manager

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IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOST

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

**FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.**

**TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN,
AND HAWAIIAN PORTS.**

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"DOMENEUS"	On 18th August.	
GLASGOW and LIVERPOOL	"TYDEUS"	On 26th August.	
GLASGOW and LIVERPOOL	"ANTENOR"	On 2nd September.	
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 4th September.	

FOR	STEAMERS	TO	DATE
GENOA, MARSEILLES and LIVERPOOL	"SARPEDON"	On 18th August.	
LONDON, AMSTERDAM and ANTWERP	"PELEUS"	On 30th August.	
LONDON, AMSTERDAM and ANTWERP	"GLAUCUS"	On 13th September.	
GENOA, MARSEILLES and LIVERPOOL	"IDOMENEUS"	On 22nd September.	
LONDON, AMST. and ANTWERP	"TYDEUS"	On 27th September.	

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and at PACIFIC COAST PORTS	"TELEMACHUS"	On 7th September.	

For Freight, apply to—
BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 17th August, 1904.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
SHANGHAI	"TAIWAN"	On 17th August.	
CEBU and LAGUNA	"KAIFONG"	On 18th August.	
SWATOW, CHEFOO and HIENTSIN	"KANSU"	On 25th August.	
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, SYDNEY, BRISBANE, and MELBOURNE	"CHANGSHA"	On 13th September.	

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 16th August, 1904.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.	DATE
FOR SHANGHAI S.S. "WAISHING"	On Wednesday, 17th Aug. at 4 P.M.
FOR SWATOW & TIENTSIN S.S. "WOSANG"	On Thursday, 18th Aug. at 4 P.M.
FOR MANILA S.S. "YUENSANG"	On Friday, 19th Aug. at 4 P.M.
FOR SINGAPORE, PE-ANG & CALCUTTA S.S. "NAMSANG"	On Monday, 22nd Aug. at 3 P.M.
FOR KUDAT & SANDAKAN S.S. "MAUSANG"	On Wednesday, 24th Aug. at 2 P.M.

* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to
JARDINE, MATHESON & CO., GENERAL MANAGERS.

Hongkong, 16th August, 1904.

THE EAST ASIATIC COMPANY, LIMITED.

FOR MARSEILLES, HAVRE, COPENHAGEN AND BALTIC PORTS.

"PRINS VALDEMAR."
Captain Koch, will be ready to load on or about SATURDAY, the 20th August.

For Freight or Passage, apply to
MELCHERS & CO., Agents.

Hongkong, 28th July, 1904.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

"COROMANDEL."
Captain G. M. Montford, R.N., carrying His Majesty's Mails, will be despatched from this office for Bombay, etc., on SATURDAY, the 27th AUGUST, at NOON, taking passengers and cargo for the above ports in connection with the Company's s.s. "Moldavia," 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other cargo for London, etc., will be conveyed from Bombay by the R.M.S. "Victoria," due in London on the 9th October.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT, Superintendent.

Hongkong, 15th August, 1904.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDIA-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for Cape Ports every fortnight.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1897.

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship
"AUSTRIA,"
Captain Colanin, will leave for the above places on SUNDAY, the 21st inst., at DAYLIGHT.

For Freight or Passage, apply to
SANDER, WIELER & CO., Agents.

Hongkong, 16th August, 1904.

STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.

(With liberty to call at Philippine Ports.)

THE Steamship
"HUDSON,"
will be despatched on or about the 15th September.

For Freight or further information, apply to
STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department.

Hongkong, 28th July, 1904.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG,"
551 Tons, Captain A. Murphy, will leave for Canton at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each. Cargo Freight very moderate.

CHEUNG ON STEAMBOAT CO., LD.
No. 147, Connaught Road Central, Hongkong, 15th March, 1904.

NOTICE IS HEREBY GIVEN THAT

ADOLF KRAMER has on the 8th day of June, 1904, applied for the registration in Hongkong, in the Register of TRADE MARKS, of the following TRADE MARK: The Chinese words "TIN KAU MARK" 天狗標 and underneath them a representation of the Sun Clouds and a Dog, in the name of ADOLF KRAMER, who claims to be the proprietor thereof.

The TRADE MARK is intended to be used by the applicant, forthwith, in respect of the following goods:—Indiarubber Boots and Shoes in Class 38.

A facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong.

Dated 16th day of June, 1904.
DENNIS & BOWLEY, Solicitors for the Applicant.

NOTICE IS HEREBY GIVEN THAT

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Dated 16th day of June, 1904.
DENNIS & BOWLEY, Solicitors for the Applicant.

THE BEST THE OLDEST THE CHEAPEST BELT IN THE WORLD

IS
GANDY'S

"THE GANDY BELT," ENGLAND.

SOLE AGENTS:
LUTGENS, EINSMANN & CO., HONGKONG.

NOT RESPONSIBLE FOR DEBTS

NEITHER THE CAPTAIN, THE AGENTS, NOR THE OWNERS ARE RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during the stay in Hongkong Harbour.

ECLIPSE, British 4-m. barque, J. McBryde—Standard Oil Co.

INKUM, British str., Pearce—Arnold, Karberg & Co.

LYNDHURST, British 4-m. barque, P. Hall—Standard Oil Co.

KENTHURST, British Ship, T. E. Burch—Standard Oil Co.

E. B. STURTON, American barque, Johnson—Order.

EVIE J. RAY, American barque, Kastin—Sander, WIELER & Co.

SOKOTO, British 4-m. barque, Wm. Bourke—Standard & Co.

Hongkong, 27th February, 1904.

NOTICES TO CONSIGNEES

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THE P. & O. S. N. Co.'s Steamer
"COROMANDEL,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo—
From London, &c., ex s.s. *Maryona* and *Palawan*.

From Australia, ex s.s. *Monipolia*.
From Calcutta, ex s.s. *Sonali*.
From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M. To-DAY, the 11th inst.

Goods not cleared by the 17th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Unpacked packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 11th August, 1904.

STEAMSHIP - MARCHÉ COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. *Bayard*, from Havre ex s.s. *Bayard*, from Bordeaux ex s.s. *Ville de Rouffort*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Pressure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 10 A.M. To-DAY, 12th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Friday, the 18th August, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 19th August, or they will not be recognised. All damaged packages will be examined on Friday, the 19th August, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 12th August, 1904.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship
"NAMSANG,"
having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from along-side.

Cargo impeding the discharge or remaining on board after 4 P.M. of the 17th inst., will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & CO., General Managers.

Hongkong, 15th August, 1904.

GRIMAULT & Co Medicinal Skin Soap

Recommended by eminent Dermatologists and adopted in the Paris Hospitals in the treatment of Ringworm, Acne, Psoriasis, Eczema and Skin diseases generally.

8, RUE VIVIERNE, 8 Paris

1265-3

THE NEW FRENCH REMEDY

TRADE THERAPION MARK

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Rostan, Robert, Velpeau and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 is a re-absorbent, often in a few days, removes all discharges from secondary organs, effectually suppressing infection, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the most trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief without the well-tried remedies have been powerless.

THERAPION No. 2 is a re-absorbent, for the purification of the blood, the treatment of skin diseases, rheumatism, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of sufferers' teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every noxious matter from the body.

THERAPION No. 3 is a re-absorbent, for the treatment of nervous exhaustion, impaired vitality, sleeplessness, and all the distressing consequences of early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring the system to health.

THERAPION is sold by the principal Chemists and Druggists throughout the world. Price in England 4/6. In ordering, state which of the three numbers is required, and enclose above Trade Mark, which is a facsimile of word "THERAPION" as it appears on the British Government Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by **A. S. WATSON & CO., LIMITED, Hongkong, Manila and China.**

13

SHIPPING

SHIPPING IN PORT.

STEAMERS.
ANGHIN, German str., 4,001, F. Schaefer, 11th August.—Bangkok 3rd August, Rice and Wood.—Butterfield & Swire.

ANGLO-AUSTRIAN, N. British str., 2,591, O. H. Lewis, 11th Aug.—New York via Cape of Good Hope 11th June, Case Oil.—Standard Oil Co.

APENRADE, German str., 611, A. P. Uldrup, 13th Aug.—Hamp. 9th Aug. and Hoihow 12th, General.—Jebson & Co.

BAHREINBERG, German str., 1,900, H. Wendt, 6th August.—Kobe 31st July and Moji 2nd August. General and Coals.—Nippon Yusen Kaisha.

BINH-THUAN, French str., 983, R. Lagasse, Kutchoin 6th August, Coal.—Bradley & Co.

CHANGSHA, British str., 2,300, T. Moore, 15th August.—Sydney 19th July and Manila 12th August, General.—Butterfield & Swire.

CHOWFA, German str., 1,055, T. Spiesen, 12th August.—Kohsichang 6th August, Rice.—Butterfield & Swire.

CHUKKO, British str., 487, Dacey, 12th July, Manila 7th July, Ballast.—Chinese.

DEVAYOASS, German str., 1,937, Chr. Kumpel, 11th August. Bankok 4th August, Rice.—Butterfield & Swire.

EMMA LUYKEN, German str., 1,160, Martens, 28th July.—Singapore 22nd July, Sugar and Rats.—Chinese.

EMPIRE, British str., 2,843, P. T. Helms, 14th August.—Kobe 9th August, General, Matches and Curious.—Gibb, Livingston & Co.

FOOSHIN, British str., 1,423, Thos. Arthur, 14th August.—Moji 8th August, Coals.—Jardine, Matheson & Co.

HANOI, French str., 738, P. Medes, 12th Aug.—Haiphong 9th Aug. and 11th 11th, Pigs and General.—A. R. Mory & Co.

HINSANG, British str., 1,535, D. E. Sawyer, 10th August.—Saigon 5th August, Rice.—Jardine, Matheson & Co.

KAIPOIN, British str., 1,024, E. Finlayson, 14th Aug.—Cebu and Iloilo 10th Aug. Hump, Sugar and Sapwood.—Butterfield & Swire.

KARIN, Swedish str., 687, G. Peterson, 15th August.—Sourabaya 5th Aug.—Sugar.—Sander, WIELER & Co.

KENSHINGTON, British str., 2,347, Dower, 14th July.—Callao via Panama and Yokohama 24th May, General.—Order.

KEONGWAI, German str., 1,115, W. Moller, 6th August.—Bangkok 29th July, Rice and Teak Squares.—Norddeutscher Lloyd.

LAERETES, British str., 1,341, J. B. Jackson, Saigon 9th August, Rice and Meal.—Chinese.

LEGASPI, American steamer, 561, Yribar, 15th August.—Manila 12th August, General.—Barréte & Co.

LOTIAN, British str., 3,222, J. C. Williamson, 4th August.—Suez Cruz 30th June.—China Commercial S. S. Co.

MATHILDE, German str., 678, G. Schlaikier, 15th Aug.—Hoihow 14th Aug. Coals and General.—Jebson & Co.

MAUSANG, British str., 1,644, S. J. Payne, 10th August.—Sandakan 4th August, Timber.—Jardine, Matheson & Co.

MATHILDA, Norwegian str., 2,230, H. Taarvig, 21st July.—Kutchinotzu 15th July, Coal.—Mitsui Bussan Kaisha.

MERCEDES, British str., 3,000, J. S. McGregor, 14th August.—Waihaiwei 4th August, Ballast.—Order.

NAMSANG, British str., 4,035, G. Pavna, 13th August.—Calcutta 20th July and Singapore 8th August, General.—Jardine, Matheson & Co.

OTID, British str., 2,388, Cabitt, 11th August.—Kutchinotzu 4th August, Coal.—M. B. Kaisha.

PERANANG, German str., 1,021, Schmalhaus, 11th Aug.—Bangkok 4th August, Rice.—Butterfield & Swire.

PREUSEN, German str., 3,278, E. Prehn, 15th August.—Yokohama 6th August and Shanghai 18th, Mails and General.—Melchers & Co.

ROBERTSON, British str., 1,391, Jackson, 5th August.—Venice 26th June, Oil.—Standard Oil Co.

RUBI, British str., 1,611, R. W. Almond, 15th August.—Manila 13th August, General.—Shewan, Tomes & Co.

SHANTUNG, British str., 1,837, J. Marnoch, 8th August.—Java ports 30th July, General.—Butterfield & Swire.

SIXE, British str., 3,216, James Rowley, 5th July.—New York 4th May, General.—Dodwell & Co.

TAIPEI, German str., 1,083, C. Ueberfeldt, 11th August.—Saigon 6th August, Rice and Rice Flour.—East Asiatic Trading Co.

TRIUMPH, German str., 780, A. Hansen, 14th Aug.—Foonow, Amoy and Swatow 13th Aug. General.—Jebson & Co.

WONGKAI, German str., 1,115, J. V. Braun, 3rd August.—Bangkok 28th July, Rice and Wood.—Butterfield & Swire.

YUENSANG, British str., 1,128, T. M. Meyrick, 13th August.—Manila 8th Aug. General.—Jardine, Matheson & Co.

SAILING SHIPS.
E. B. SUTTON, American barque, 1,248, Johnson, 15th July.—Chafco 28th June, Ballast. Order.

ECLIPSE, British ship, 2,978, J. McBryde, 10th May.—New York 10th December, 1903, Case Oil.—Standard Oil Co.

EVIE J. RAY, American bge., 913, Kastin, 6th August.—Manila 20th June, Timber.—Sander, WIELER & Co.

KENTHURST, British barque, 2,334, Burch, 14th June.—New York 29

